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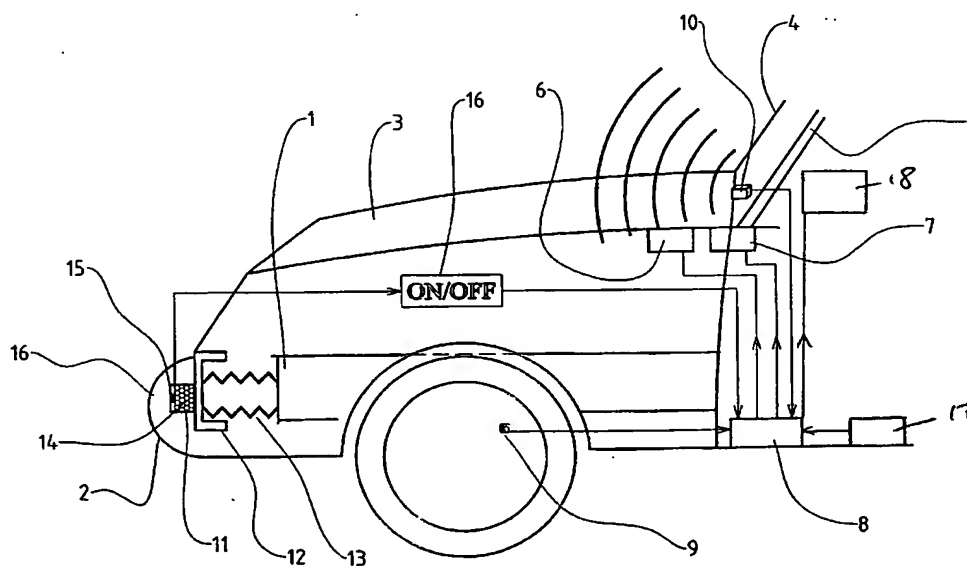
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(54) Title: A PEDESTRIAN DETECTING SYSTEM



(57) Abstract: The invention relates to a pedestrian detection system provided on a motor vehicle, in order to detect a pedestrian so that an appropriate safety device can be activated in order to provide protection to the pedestrian in the event of an impact with the pedestrian. The detection system comprises a first sensor arrangement (10) which is located at least 0.5 metres behind the front end of the motor vehicle. The first sensor arrangement (10) is configured to detect the speed of and/or distance to a part of an object (such as a pedestrian) located in front of the vehicle. That part of the object which is detected is part of the object which extends above a predetermined height, which is at least the height of the front edge of the hood or bonnet (3) of the motor vehicle.

WO 2004/089704 A1



For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

5 **“A PEDESTRIAN DETECTING SYSTEM”**

THE PRESENT INVENTION relates to a pedestrian detection system, and more particularly relates to a pedestrian detection system for detecting
10 pedestrians in front of a vehicle to enable the deployment of a pedestrian protection safety device mounted on the vehicle.

Various pedestrian detection systems have been proposed before, mainly incorporating sensors mounted on the front of the vehicle, such as in the
15 bumper or fender of the vehicle. Such detection systems can easily give a false output signal, causing inappropriate deployment of a safety device, for example, when striking an item such as road-cone or an animal.

The present invention seeks to provide an improved pedestrian detection
20 system.

According to the present invention there is provided a pedestrian detection system provided on a motor vehicle, the motor vehicle having a hood or bonnet, the detection system comprising : a first sensor arrangement located
25 more than 0.5 metres behind the front end of the vehicle to detect the speed of and/or distance to a part of an object located in front of the vehicle, the said part of the object being part of the object extending above a predetermined height, the predetermined height being at least the height of the front edge of the hood or bonnet; and a second sensor arrangement comprising a sensor mounted in the

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front bumper or fender of the vehicle responsive to an impact of the vehicle with an object.

Preferably, the first sensor arrangement is a microwave radar.

5

Advantageously, the first sensor arrangement is an infra-red radar.

Conveniently, the first sensor arrangement is a camera.

10

Preferably, the camera operates in the visible spectrum.

Advantageously, the camera operates in the infra-red spectrum.

Conveniently, the first sensor arrangement is a stereo-camera arrangement.

15

Preferably, the first sensor arrangement is mounted on the exterior of the vehicle in front of a windscreen or windshield provided on the vehicle.

20

Advantageously, the first sensor arrangement is mounted on the vehicle behind the windscreen or windshield of the vehicle.

Conveniently, the first sensor arrangement is mounted above the windscreen.

25

Preferably, a pedestrian protection arrangement is provided, the detection system being configured to activate the pedestrian arrangement device in response to the first sensor arrangement detecting the distance below a threshold and/or a speed above a threshold.

3

Conveniently, threshold distance is less than the distance between the sensor and the front of the vehicle.

Preferably, the second sensor arrangement further includes an
5 accelerometer.

Advantageously, the accelerometer is configured to provide a signal indicative of a crash situation and wherein, upon receipt of said signal, an internal safety device on the vehicle is actuated.

10

Preferably, the sensor mounted in the front bumper is a contact sensor.

Advantageously, the second sensor arrangement is a sensor that can discriminate objects lighter than a pedestrian.

15

Conveniently, the pedestrian protection arrangement is activated only if the first sensor arrangement detects a distance below a threshold and/or a speed above a threshold, and also the second sensor arrangement detects an object.

20

Preferably, the pedestrian protection arrangement has at least two modes of activation.

Advantageously, the pedestrian protection arrangement incorporates at least two pedestrian devices.

25

Conveniently, the pedestrian protection arrangement incorporates a lifter to lift the front part of the hood or bonnet, and a lifter to lift the rear part of the hood or bonnet, one mode of activation being the lifting of the front part of the

hood or bonnet, a second mode of operation including additionally the lifting of the rear part of the hood or bonnet.

Preferably, the pedestrian protection arrangement includes a mechanism to lift the rear part of the hood or bonnet, and at least one air-bag to cover part of the windscreen and/or part of A-Pillars provided on the vehicle, one mode of activation comprising the lifting of only the rear part of the hood or bonnet, the second mode including additionally the activation of at least one air-bag.

Advantageously, different modes are activated in response to a signal dependent on the first sensor arrangement reaching different thresholds.

Conveniently, at least one of said different thresholds is dependent upon the vehicle speed as measured by a third sensor arrangement.

In order that the invention may be more readily understood, and so that further features thereof may be appreciated, the invention will now be described, by way of example, with reference to the accompanying drawings, in which:

FIGURE 1 is a part diagrammatic view illustrating the front part of a motor vehicle provided with a pedestrian detection system in accordance with the invention,

FIGURE 2 is a view generally corresponding to Figure 1 illustrating a similar vehicle when involved in an accident with a pedestrian,

FIGURE 3 is a view illustrating the vehicle of Figure 2 at a subsequent stage during the accident,

FIGURE 4 is a view corresponding to Figure 3 showing the vehicle at a further subsequent stage during the accident,

5 FIGURE 5 is a diagrammatic side view of a further vehicle provided with a detection system in accordance with the invention,

FIGURE 6 is a side view of a further vehicle provided with a pedestrian detection system, and

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FIGURE 7 is a partial perspective view of a further vehicle provided with a pedestrian detector system.

15 The vehicle of Figure 1 is provided with a chassis 1, and the front of the vehicle is provided with a bumper or fender 2 and hood or bonnet 3. The hood or bonnet 3 is, as is conventional, located in front of a windscreen or windshield 4. The windscreen or windshield 4 is provided, on either side, with an A-Post 5. The vehicle is provided with two safety devices configured to provide protection for a pedestrian in the event that the vehicle should strike a
20 pedestrian in an accident.

25 The first safety device 6 is in the form of a lifter located beneath the rear part of the hood or bonnet 3. The lifter may be actuated to raise the rear part of the hood or bonnet 3 so that a central region of the hood or bonnet 3 is spaced above the underlying engine block. Should the head of a pedestrian strike the raised central region of the hood or bonnet 3, the central region of the hood or bonnet 3 will be deformed downwardly, decelerating the head of the pedestrian in such a way that the risk of injuries arising is minimised.

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The second safety device 7 is in the form of an inflatable air-bag unit, the air-bag unit being mounted in position adjacent the base of the windscreen 4 and being configured, on inflation, to extend over the lower part of the windscreen 4, and also part of the A-Post 5. The air-bag will thus minimise the risk of a pedestrian receiving injuries by striking his head or her against the windscreen or A-Post.

The air-bag unit 7 may be controlled in such a way as to be inflated at different relative times or with different relative pressures depending upon various parameters related to the accident.

The two safety devices 6, 7 are controlled by a controller 8 which receives various input signals from sensors provided on the vehicle. The controller 8 may, for example, receive an input from a speed sensor 9, indicating the speed of the vehicle.

The controller 8 may also receive an input from a sensor 10 which is located in position, in the illustrated embodiment, just behind the windscreen 4 at a position above the rear part of the hood or bonnet 3. The sensor 10 is thus located a substantial distance behind the front part of the vehicle, and certainly at a distance of at least 0.5 metres behind the front part of the vehicle. The sensor 10 is a sensor which operates on received radiation and may thus be a camera operative in the visible spectrum or in the infra-red spectrum. The sensor 10 may be an infra-red radar or a microwave radar. The sensor 10 may alternatively be a stereoscopic camera or even two cameras which provide a stereoscopic effect.

Thus the sensor 10 will receive radiation emanating or reflecting from an object, such as a pedestrian, in front of the vehicle. In an alternative

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embodiment of the vehicle, the sensor 10 may be located just in front of the windscreen on top of the scuttle or rear part of the hood or bonnet 3.

The sensor 10 is adapted to detect the relative speed between the vehicle and an object in front of a vehicle, such as a pedestrian, and may also be adapted to determine the distance of part of an object which is positioned in front of the vehicle, from the vehicle. The sensor 10 may perform one, or preferably both of these functions.

It is to be appreciated that the sensor 10, in the described embodiment, is positioned to detect the relative speed of and/or the distance to part of an object which extends above the height of the front part of the hood or bonnet 3 at the front edge of the hood or bonnet. In this way the sensor will not respond to a relatively small item such as a traffic cone or a small animal, which will effectively be hidden from the sensor 10 by the front part of the hood or bonnet 3.

The sensor 10 is connected to the control unit 8, and the control unit 8 can be configured to calculate a signal to activate one or both of the pedestrian safety devices 6, 7 according to the following criteria where the following notations apply:

- Speed of impacting vehicle V_{vehicle}
- Relative speed towards object V_{rel}
- Distance of object from sensor 10 D_{sensor}
- Distance from front-end to sensor 10 D_0
- Distance triggering threshold-level 1 $D_{\text{level 1}}$
- Distance triggering threshold-level 2 $D_{\text{level 2}}$
- Velocity triggering threshold-level 1 $V_{\text{level 1}}$
- Velocity triggering threshold-level 2 $V_{\text{level 2}}$

1 -When $V_{\text{vehicle}} < \text{vehicle speed limit threshold}$, no decision can be taken

2 -When $V_{\text{vehicle}} > \text{vehicle speed limit threshold}$, the following conditions
5 applied

if switch status S_{status} indicates ON

then

10 calculate distance from sensor 10 $D_{\text{sensor}} = D_0 - \int (V_{\text{rel}}) dt$

If $D_{\text{sensor}} < D_{\text{level 1}}$ and $V_{\text{rel}} > V_{\text{level 1}} (V_{\text{vehicle}})$ then the protection systems are activated in a first mode in which only the hood lifter 6 is actuated.

However,

15 if $D_{\text{sensor}} < D_{\text{level 2}}$ and $V_{\text{rel}} > V_{\text{level 2}} (V_{\text{vehicle}})$ then the protection systems are activated in a second mode in which both the hood lifter 6 and the air-bag 7 are actuated.

The bumper or fender 2 is provided with another sensor in the form of
20 integral pedestrian sensor 11. The pedestrian sensor 11 is mounted on the front part of a rigid beam 12 which is connected to the chassis 1 by means of a relatively strong, but yieldable mounting 13. Mounted on the front part of the beam 12 is a yieldable element 14 provided on the front face of the bumper, the front part of the yieldable element 14 being provided with a contact sensor 15.
25 The combination of the yieldable element 15 and the contact sensor 15 is provided with an outer covering 16 of foam or the like.

The output of the contact sensor 15 is provided to an on/off enabling circuit 16, the output of which is provided to the control unit 8.

It is to be appreciated that in use of the described pedestrian detection system, should the vehicle strike a pedestrian, the contact sensor 15 will generate an output signal provided to the on/off circuit 16 which will enable or
5 actuate the controller 8. If the object struck by the vehicle is a relatively small object, the sensor 10 will not sense the presence of the object because the object will be hidden from the sensor 10 by the front part of the hood or bonnet 3, and the pedestrian detection system will provide no further response.

10 However, should the vehicle strike a pedestrian located in front of the vehicle, the pedestrian will have a greater height than the height of the hood or bonnet at the front part of the hood or bonnet 3, and thus the sensor 10 will sense the presence of the pedestrian. The sensor 10 will determine the relative speed between part of the pedestrian and the hood or bonnet, or will determine
15 the distance of the pedestrian from the hood or bonnet. The sensor 10 will continue to take such measurements during the following period of time. The initial situation during such an accident is thus generally as shown schematically in Figure 2.

20 The controller 8 may, if appropriate parameters are met with regard to the speed of the pedestrian relative to the vehicle, the overall speed of the vehicle and/or the distance between the pedestrian and the main part of the vehicle, actuate the bonnet or hood lifter 6 to lift the rear part of the hood or bonnet 3 as shown in Figure 3. The sensor 10 will also continue to monitor the
25 position of the pedestrian over the following moments of time and, a gain, if appropriate parameters are met, may cause the air-bag unit 7 to be actuated (as illustrated schematically in Figure 4) and indeed, depending upon the precise value of certain parameters, may modify or control the moment of deployment

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of the air-bag, adjusting the time of deployment of the air-bag and/or the pressure or quantity of gas supplied to the air-bag.

Whilst Figures 1 to 4 illustrate one embodiment, it is to be appreciated
5 that many modifications may be effected without departing from the scope of the invention. For example, instead of a single lifter 6 being provided to lift the rear part of the hood or bonnet 3, a lifter may be provided to lift the front part of the hood or bonnet, or, alternatively again, lifters may be provided to lift both the rear part of the hood or bonnet and the front part of the hood or bonnet.

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Instead of having a single air-bag to cover the lower part of the windscreen 4 and the A-Post 5, separate air-bags may be provided to cover these parts of the vehicle.

15 In a preferred embodiment of the invention, the contact sensor 15 provided within the bumper or fender 2 is a force responsive sensor that can discriminate objects having a mass lighter than the mass of a typical pedestrian. In such an arrangement, the on/off circuit 16 will therefore not be actuated unless an object is struck which has a mass equivalent to that of a pedestrian.

20

To discriminate heavier objects (such as other vehicles) from a pedestrian, a central accelerometer 17 could be provided on the vehicle. In such such an arrangement, the generation of a signal from both the accelerometer 17 and the sensor 10, indicates a severe crash situation and so, in such a situation,
25 the control unit 8 could be configured to activate an internal safety device such as an air-bag or seat-belt pretensioner to provide protection to occupants of the vehicle.

Figure 5 is a diagrammatic view corresponding to Figure 1 illustrating an embodiment of the invention in which the sensor 10 is mounted on the exterior of the vehicle at the base of the windscreen 4 and in which the hood or bonnet 3 is provided with a lifter 20 at the front of the hood or bonnet.

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Figure 6 is a view illustrating a further embodiment of the invention in which the vehicle is provided with a lifter 20 at the front of the hood or bonnet, and a further lifter 21 at the rear of the hood or bonnet. In the embodiment shown in Figure 6 the sensor 10 is mounted on the roof of the vehicle at a position behind the windscreen.

10

Figure 7 is a perspective view of a further vehicle in accordance with the invention illustrating the sensor 10 of the previous embodiment replaced within a pair of spaced-apart stereoscopic cameras 10a, 10b mounted on the exterior of the vehicle adjacent the base of the windscreen 4. Figure 7 also illustrates a first air-bag 22 which, when inflated, covers the lower part of the central region of the windscreen or windshield 4, and two separate air-bags 23, 24 each of which, when inflated, covers a respective A-Post, such as the A-Post 5.

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It is thus to be appreciated that the pedestrian detection system of the present invention may selectively control a number of different types of safety device to provide protection for a pedestrian. The safety devices may be deployed simultaneously or sequentially.

25

In the present Specification "comprises" means "includes or consists of" and "comprising" means "including or consisting of".

CLAIMS:

- 5 1. A pedestrian detection system provided on a motor vehicle, the motor vehicle having a hood or bonnet, the detection system comprising : a first sensor arrangement located more than 0.5 metres behind the front end of the vehicle to detect the speed of and/or distance to a part of an object located in front of the vehicle, the said part of the object being part of the object extending
10 above a predetermined height, the predetermined height being at least the height of the front edge of the hood or bonnet; and a second sensor arrangement comprising a sensor mounted in the front bumper or fender of the vehicle responsive to an impact of the vehicle with an object.
- 15 2. A system according to Claim 1 wherein the first sensor arrangement is a microwave radar.
3. A system according to Claim 1 wherein the first sensor arrangement is an infra-red radar.
20
4. A system according to Claim 1 wherein the first sensor arrangement is a camera.
5. A system according to Claim 4 wherein the camera operates in the
25 visible spectrum.
6. A system according to Claim 4 in which the camera operates in the infra-red spectrum.

7. A system according to Claim 1 wherein the first sensor arrangement is a stereo-camera arrangement.
8. A system according to any one of the preceding Claims wherein the first
5 sensor arrangement is mounted on the exterior of the vehicle in front of a windscreen or windshield provided on the vehicle.
9. A system according to any one of Claims 1 to 7 wherein the first sensor
10 arrangement is mounted on the vehicle behind the windscreen or windshield of the vehicle.
10. A system according to any one of Claims 1 to 7 wherein the first sensor arrangement is mounted above the windscreen.
11. A system according to any one of the preceding Claims wherein a
15 pedestrian protection arrangement is provided, the detection system being configured to activate the pedestrian arrangement device in response to the first sensor arrangement detecting the distance below a threshold and/or a speed above a threshold.
12. A system according to Claim 11, wherein the threshold distance is less
20 than the distance between the sensor and the front of the vehicle.
13. A system according to any one the preceding Claims wherein the second
25 sensor arrangement further includes an accelerometer.
14. A system according to Claim 13, wherein the accelerometer is configured to provide a signal indicative of a crash situation and wherein, upon receipt of said signal, an internal safety device on the vehicle is actuated.

15. A system according to any one of the preceding Claims wherein the sensor mounted in the front bumper is a contact sensor.
- 5 16. A system according to any one of the preceding Claims wherein the second sensor arrangement is a sensor that can discriminate objects lighter than a pedestrian.
- 10 17. A system according to any one of the preceding Claims wherein the pedestrian protection arrangement is activated only if the first sensor arrangement detects a distance below a threshold and/or a speed above a threshold, and also the second sensor arrangement detects an object.
- 15 18. A system according to any one of the preceding Claims wherein the pedestrian protection arrangement has at least two modes of activation.
19. A system according to Claim 18 wherein the pedestrian protection arrangement system incorporates at least two pedestrian protection devices.
- 20 20. A system according to Claim 18 wherein the pedestrian protection arrangement incorporates a lifter to lift the front part of the hood or bonnet, and a lifter to lift the rear part of the hood or bonnet, one mode of activation being the lifting of the front part of the hood or bonnet, a second mode of operation including additionally the lifting of the rear part of the hood or bonnet.
- 25 21. A system according to any one of Claims 18 to 20 wherein the pedestrian protection arrangement includes a mechanism to lift the rear part of the hood or bonnet, and at least one air-bag to cover part of the windscreen and/or part of A-Pillars provided on the vehicle, one mode of activation

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comprising the lifting of only the rear part of the hood or bonnet, the second mode including additionally the activation of at least one air-bag.

22. A system according to any one of Claims 18 to 20 wherein different
5 modes are activated in response to a signal dependent on the first sensor arrangement reaching different thresholds.

23. A system according to Claim 22 wherein at least one of said different
thresholds is dependent upon the vehicle speed as measured by a third sensor
10 arrangement.

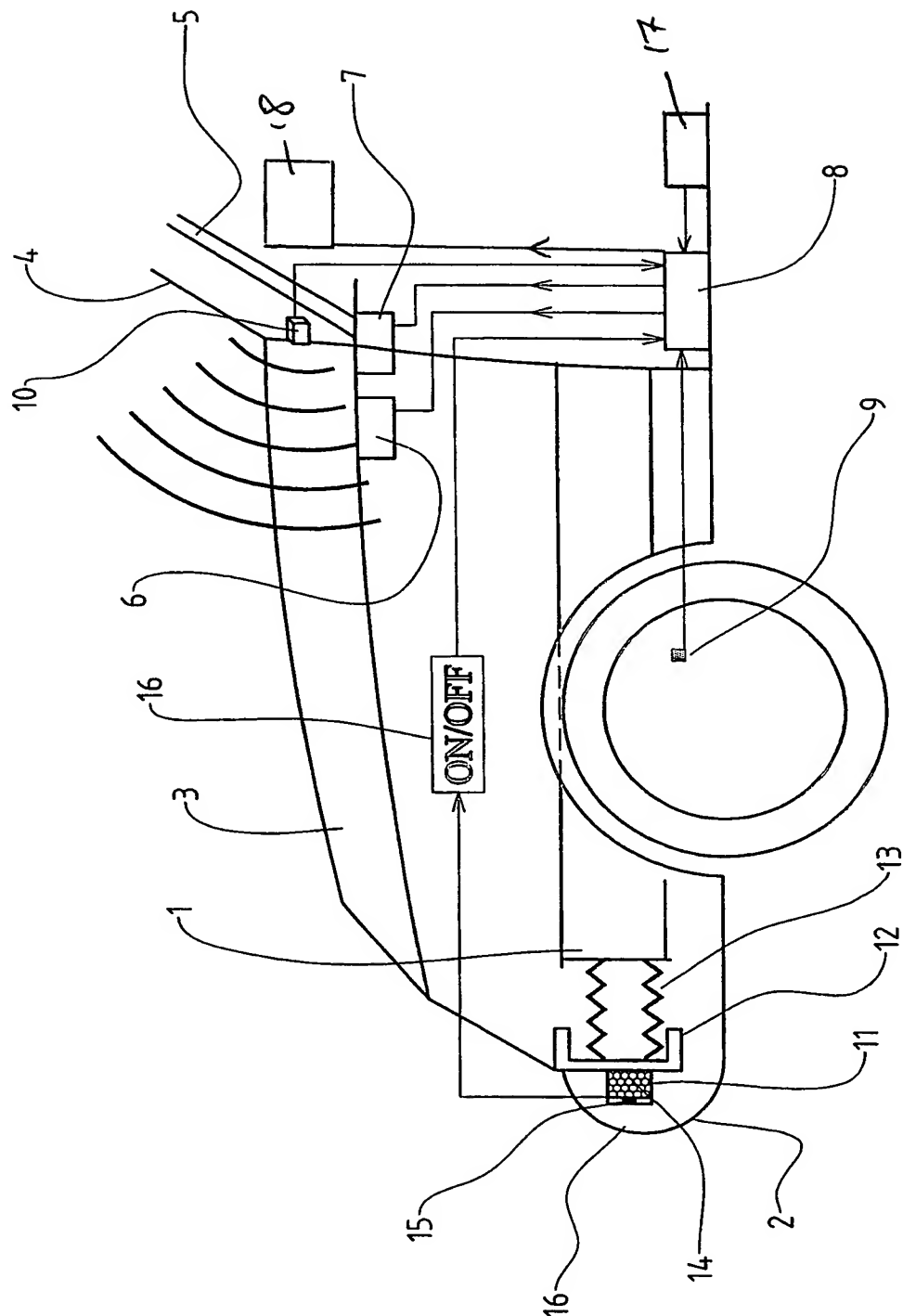


FIG 1

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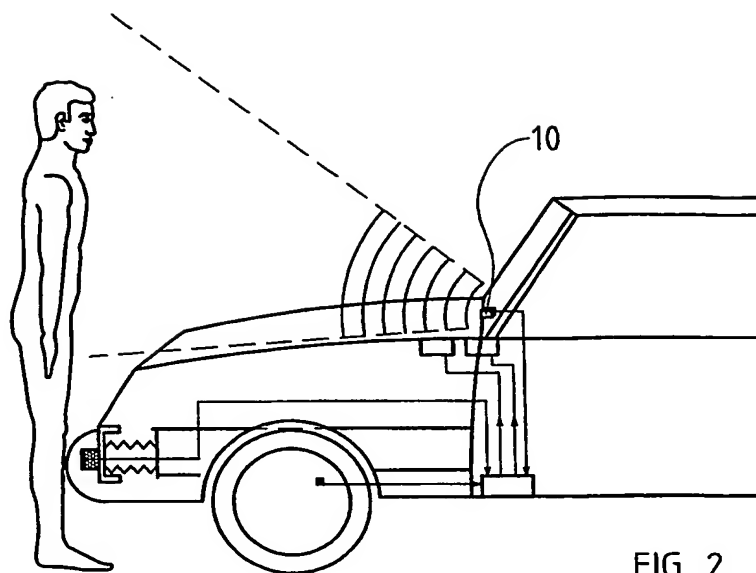


FIG 2

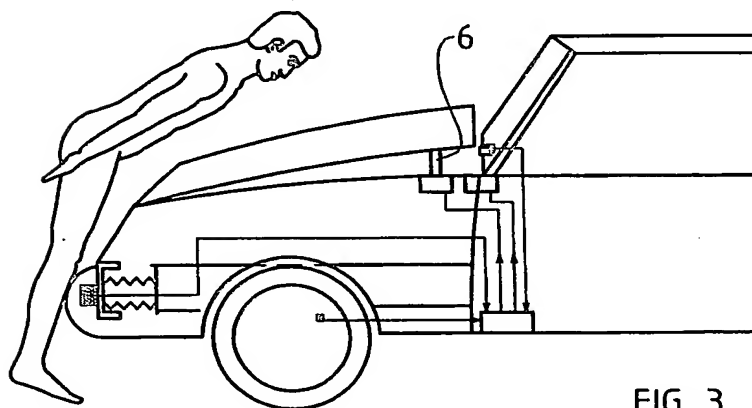


FIG 3

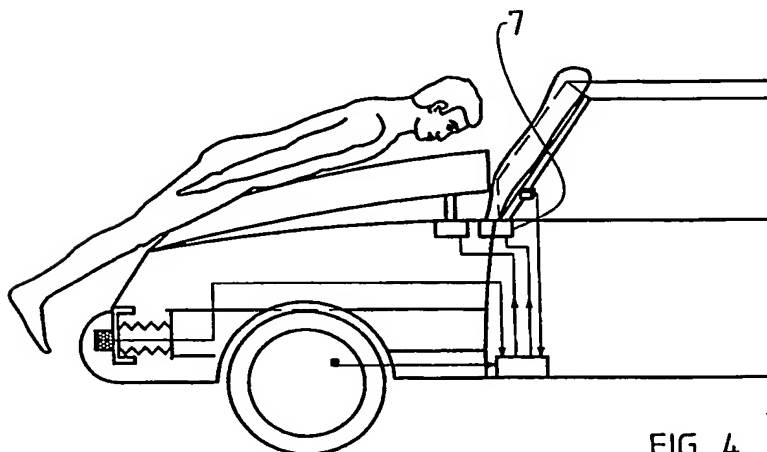


FIG 4

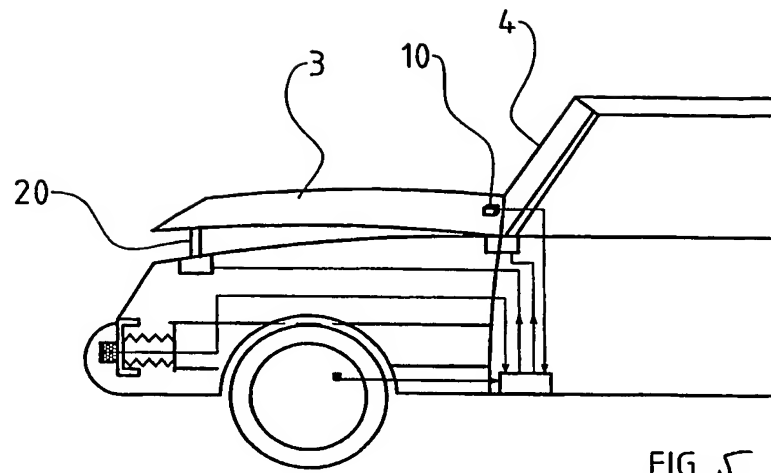


FIG 5

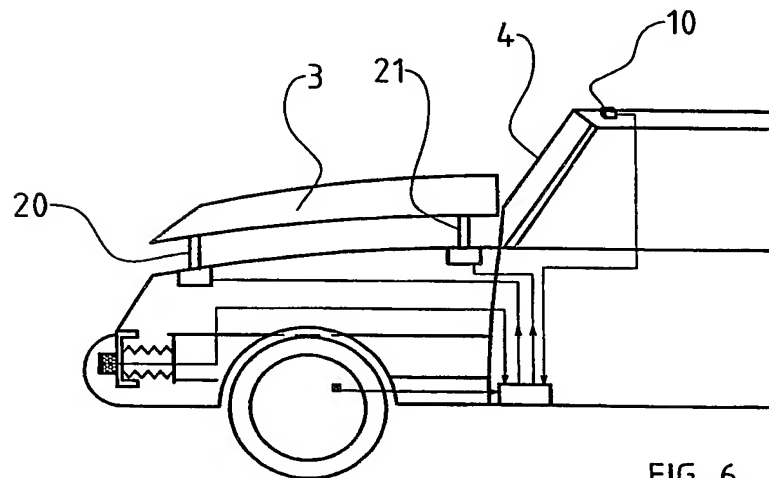


FIG 6

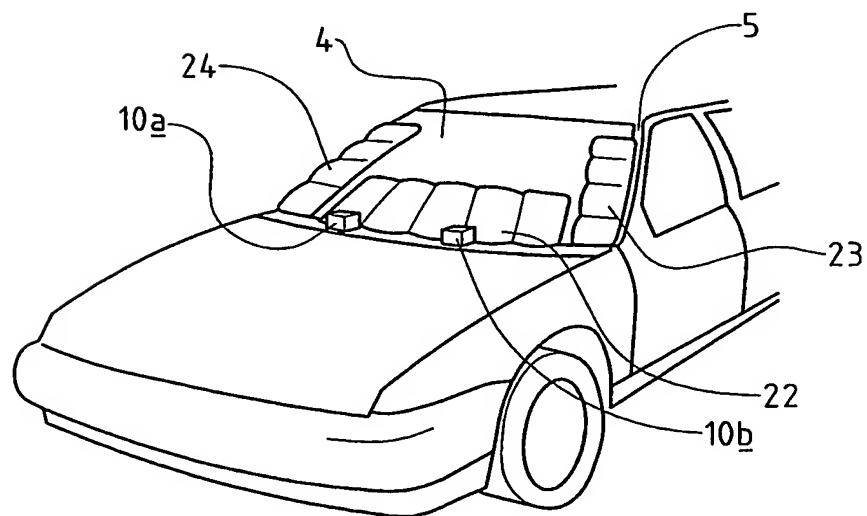


FIG 7

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 2004/000570

A. CLASSIFICATION OF SUBJECT MATTER

IPC7: B60R 21/34, B60R 21/01, B60R 19/48

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC7: B60R

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-INTERNAL, WPI DATA, PAJ, INSPEC

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	PATENT ABSTRACTS OF JAPAN Vol. 2000, no. 26, 11 May 2001 (2001-05-11) & JP 2001195698 A (NISSAN MOTOR CO LTD) 19 July 2001 (2001-07-19) abstract and figures --	1-23
A	PATENT ABSTRACTS OF JAPAN Vol. 1999, no. 05 31 May 1999 (1999-05-31) & JP 11028994 A (NISSAN MOTOR CO LTD) 2 February 1999 (1999-02-02) abstract and figures --	1-23

☒ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

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INTERNATIONAL SEARCH REPORT

International application No.
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C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 6327536 B1 (TAKAYUKI TSUJI ET AL), 4 December 2001 (04.12.2001), column 1, line 40 - column 3, line 43 --	1-23
A	US 6415883 B1 (HELGE MYRHOLT ET AL), 9 July 2002 (09.07.2002), column 1, line 5 - column 2, line 37 -- -----	1-23

Form PCT/ISA/210 (continuation of second sheet) (January 2004)

INTERNATIONAL SEARCH REPORT

Information on patent family members

30/04/2004

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